

Montana Department of Transportation  
Research Program  
Helena, Montana

May 2002 Annual Report  
(Informal evaluation)

Fairfield North & South, STPP 3-1(15)18  
Highway 89 (P-3), MP 18-28 (approximate)

Project Description: 60 mm Cold In-place Recycle, CMS-2 – 60 mm Plant Mix  
Bituminous Surface

Evaluation

This project was constructed in the fall of 2001. This is the first annual evaluation. Information collected will be rut in each lane wheelpaths and crack-mapping spaced at every milepost for 300 ft. (91.4 m). This project, at the writing of this report, has not yet been sealed and covered. Research wanted to collect this initial data before any surface treatments being applied. This informal evaluation period will encompass a period of five years. The base data for this project is as follows:

Average rutting (in millimeters)

Lane Direction	Outer Wheel Path	Inner Wheel Path
Northbound	1	1
Southbound	1	2

Averaged transverse cracking per mile (CPM) is 6 with a standard deviation of 1. It should be noted that almost all transverse cracking observed was at milepost 28. At



Figure 1

milepost 26, a low severity longitudinal cracking was observed in the southbound outer wheel path for a length of approximately fifty feet (15 meters). One small pop-out was seen, most likely caused from winter plowing. Figure 1 represents the surface texture throughout the project. The appearance was coarse with color of the aggregate

showing through the emulsion. This was much more apparent in the wheelpaths and can be attributed to wearing from traffic. A seal and cover will benefit the surface protection of the pavement type. Figure 2 shows an example of a low-severity transverse



Figure 3

cracking at milepost 28. Shoulder cracking was observed at most of the data sites, although slight in severity it will be monitored closely for reflective cracking in future evaluations. Figure 3 is a sample representation of the pavement for the entire project. Based on initial evaluation data this project has been rated as performing well. Additional information on this project is available at the MDT Research website. The next schedule inspection will be summer of 2003.



Figure 2